

ROXBURY

ROADWAY SYSTEM

Roxbury began as an independent community, connected to Boston only by a narrow neck of land along Washington Street. Today, after massive landfill and its annexation to Boston, Roxbury is at the city’s geographical center. Even with dense urban development, Roxbury has much open, green space, a legacy of its days as a farming town and early suburb. With the beginnings of streetcar service, Roxbury grew rapidly in population. The establishment of Franklin Park, the crown jewel of the Emerald Necklace park system, also helped to shape Roxbury. The relocation of the Orange Line to the Southwest Corridor is a recent example of Roxbury’s continually changing face.

In 2000, Roxbury’s population was at 57,658, a slight decline from 1990, but reflective of long term stabilization in a neighborhood where population once topped 70,000. At 2.5 square miles, Roxbury today is a community with a residential fabric offering a variety of building types, from 19th century Victorians to modern apartments. This unique residential mix conveys a special character to each of Roxbury’s many neighborhoods. Meanwhile, many of Boston’s major arterials pass through Roxbury, carrying high traffic volumes, especially during rush hours. Tremont and Seaver Streets, Columbus Avenue, and Melnea Cass Boulevard each carry more than 30,000 vehicles per day.

Roadway Volumes in Roxbury*

Tremont Street	33,000
Columbus Avenue	39,000
Seaver Street	30,000
Washington Street	12,000
Warren Street	13,000
Blue Hill Avenue	19,000
Melnea Cass Boulevard	32,000
Dudley Street	9,000

Source: CTPS
*Estimated daily vehicles at a representative point

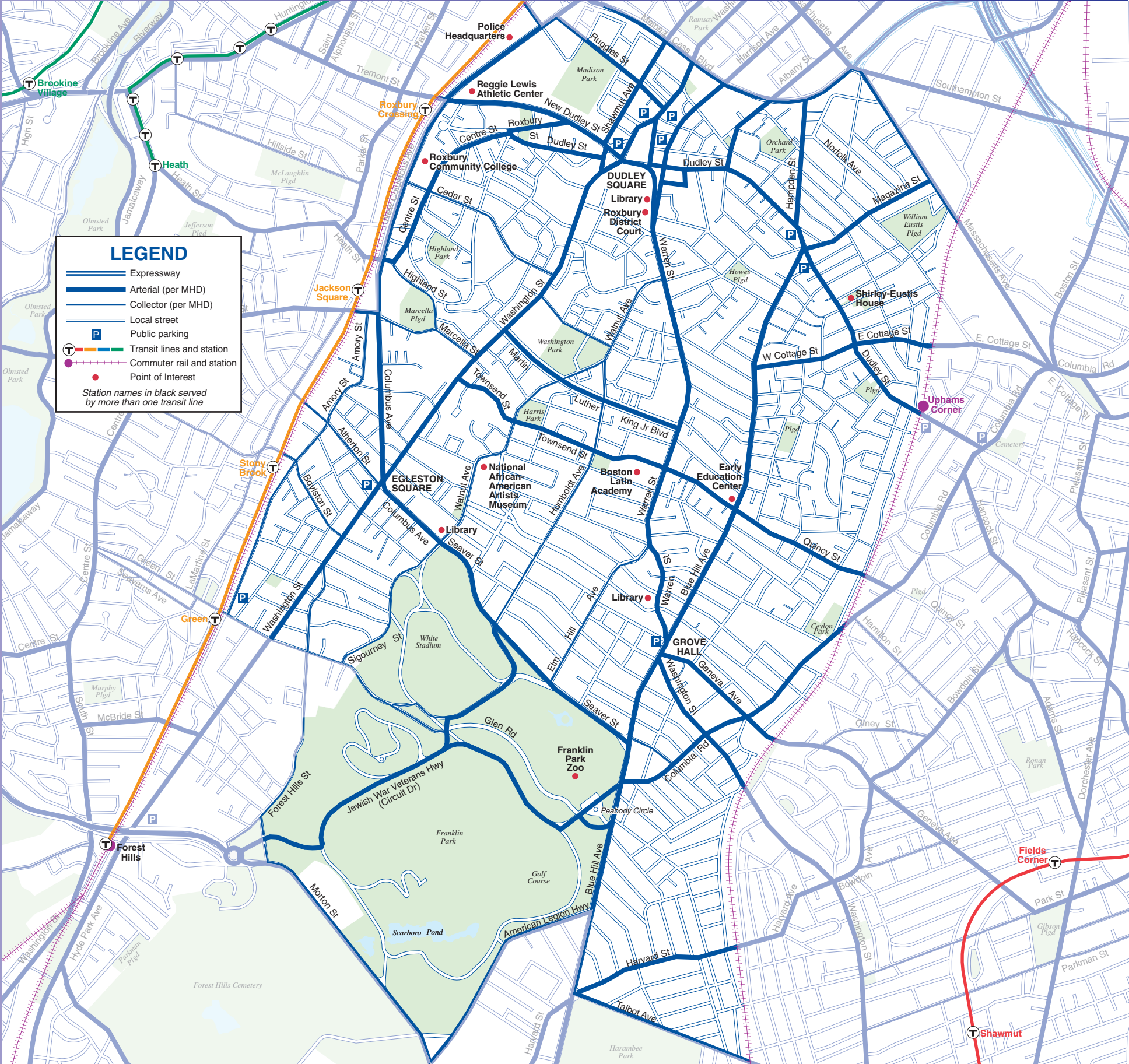
With its proximity to downtown, and connections to the nation’s rail network, Roxbury was historically an industrial center. Many of Roxbury’s neighborhood centers have recently experienced significant growth and continue as its hubs of activity and employment.

Employment Areas in Roxbury

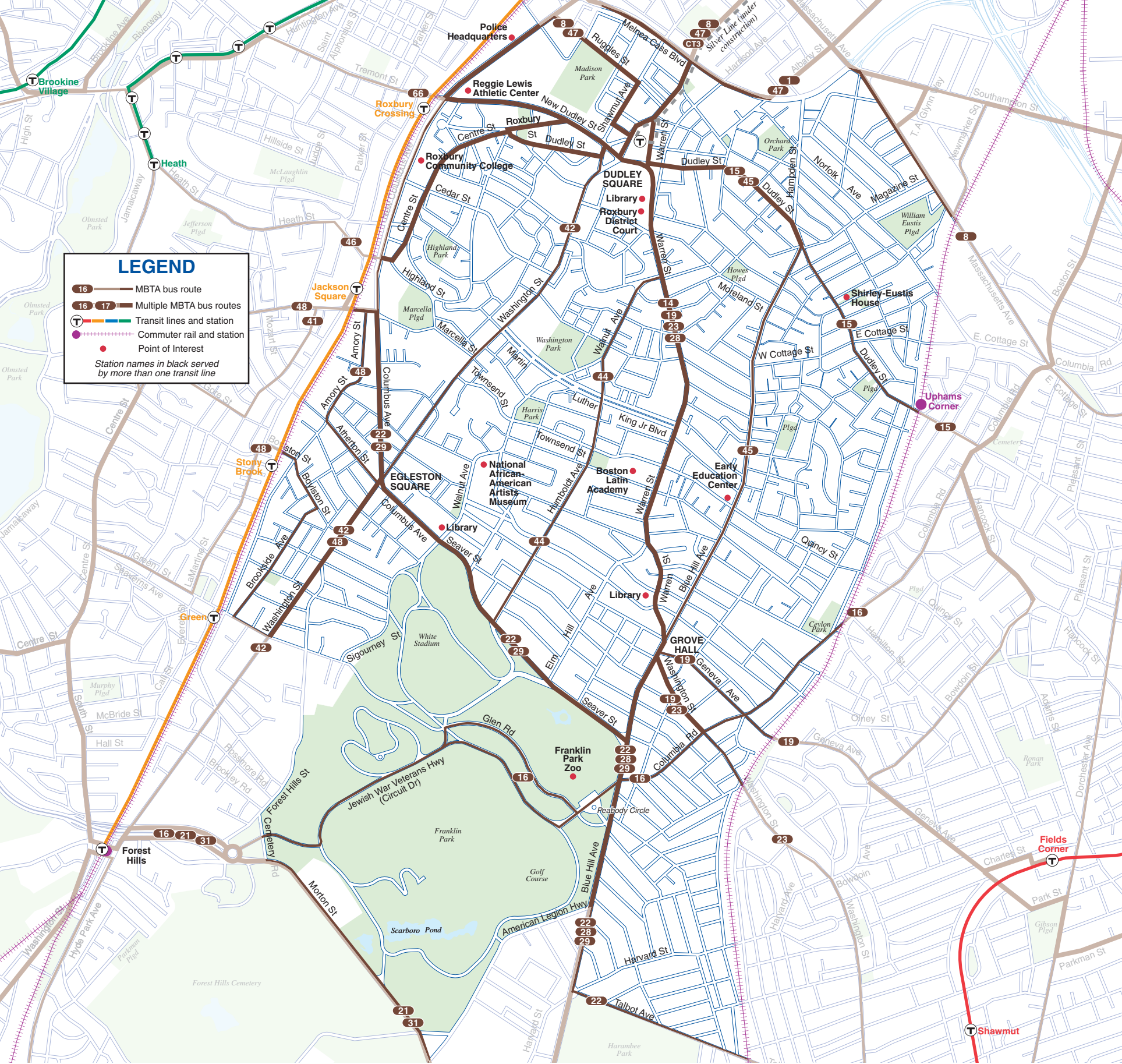
Dudley Sq./Crosstown	4,500
Egleston Sq./Washington St.	2,300
Grove Hall	1,200
Columbus Ave./SW Corridor	3,200
Franklin Park/Blue Hill Ave.	1,500
Dudley St./Blue Hill Ave.	1,300
Other areas	800
TOTAL JOBS	14,800

Source: 1996 CTPS site-level employment database

Parking in Roxbury is often in short supply, especially near transit stations and business districts. Seven municipal lots located in the Roxbury area provide a total of 208 spaces to meet these needs. Over half of these spaces are in Dudley Square.



TRANSIT NETWORK



Roxbury has benefited from Boston’s recent economic boom, but remains one of Boston’s lowest income neighborhoods. Though auto registrations have grown, as recently as 1990, half of all Roxbury households did not own a car. Nevertheless, its auto share of 59% is above the city average. Overall, Roxbury’s mode share closely mirrors Boston’s.

Distribution of Trips and Mode Shares in Roxbury	Auto	Transit	Walk
All destinations and purposes	59%	17%	24%
City Average	51%	19%	30%
(“walk” mode includes bicycle)			

Geographic Distribution of Trips	Auto	Transit	Walk
% of Origin or Destination			
Trips Within Neighborhood	30%	7%	63%
8% Core Neighborhoods	43%	57%	0%
33% Rest of Boston	69%	23%	8%
17% Inner Communities	85%	15%	0%
8% Outer Communities	95%	5%	0%

Activity Distribution of Trips	Auto	Transit	Walk
% of Activity in Neighborhood			
Trips Home	56%	18%	22%
11% Work	59%	27%	14%
33% Other	56%	13%	31%

Roxbury’s high proportion of home trips, reflects its residential character. The geographic breakdown of trips is similar to that of Jamaica Plain and Dorchester (North), areas with transportation service and accessibility comparable to that of Roxbury.

Roxbury is fairly well connected by public transportation to the Downtown core as well as other Boston neighborhoods. However, it is the quality, rather than the density of service that is often at issue. Bordered by the Orange Line and the Fairmount commuter rail line, much of Roxbury is accessible only by an extensive bus network. This network has connections to all parts of Boston, and has Dudley Square, the MBTA’s busiest bus station, as its hub.

Daily MBTA Use by Station or Route*	Rapid Transit	Commuter Rail
Ruggles	8,400	Ruggles 900
Roxbury Crossing	4,200	Uphams Corner 150
Jackson Square	4,800	

Bus Routes	
15 Kane Sq.-Ruggles (Dudley St.)	7,000
22 Ashmont-Ruggles (Blue Hill/Warren)	8,300
23 Ashmont-Ruggles (Washington/Warren)	11,700
28 Mattapan-Ruggles (Blue Hill/Warren)	11,700
29 Mattapan-Jackson Sq. (Blue Hill/Seaver)	2,250
42 Forest Hills-Ruggles (Washington)	3,800
44 Jackson-Ruggles (Columbus/Humboldt)	4,050
45 Franklin Park-Ruggles (Blue Hill/Dudley)	3,900
49 Dudley-Downtown (Washington)	7,600

*Boarding counts only. Source: MBTA and CTPS